

# **ROAD SAFETY PROGRAMS IN THE PHILIPPINES**

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## **ABSTRACT**

The topic aims to promote road courtesy, discipline and responsible driving attitudes among motorists thereby decreases the number of road accidents that has been alarmingly increasing every year.

Through the years, modern transportation system has evolved with new models of various types and brand being noticed every day. This is a significant development in the Philippines. Due to low down payment for their purchases and longer period for their monthly installments and the increasing number of middle income families, people can now easily afford to own a car especially motorcycles. Not to be taken for granted are people who did not even finish primary grades but made good in life also now own a motor vehicle.

Because of this phenomenon, the more motor vehicles in the streets that still need to be widened to accommodate the increasing number of road users, the more vehicle driven by people who are not educated thus cannot even understand the simplest traffic laws, rules and regulations, then more accidents happens resulting to loss of human lives and limbs and too much wastage of money, property, time, resources and services.

The need therefore to promote road safety measures to protect the safety and well being of motorists and other road users.

## **MAJOR ROAD ACCIDENT FACTORS IN THE PHILIPPINES**

1. Driver Error - the lack of formal driving education and the minimum if not nil knowledge of basic motor mechanical defects more often than not results to road accident.
2. Driving under the influence of liquor/prohibited drugs - time and again authorities have been cohesively campaigning that drivers should refrain from this bad habit. Reflexes and cohesiveness are affected under these circumstances.
3. Mechanical Defects - the inability of motor vehicle owners to have the usual regular car check up to determine soundness of their vehicles.
4. Over speeding - adventurism and lack of road courtesy from among drivers especially the young.
5. Using mobile phones or wireless handsets while driving - it is a major concern since your attention and concentration is divided.
6. Road constructions and repairs - lack of sufficient signage, pre-construction information and early warning devices of works presently being undertaken.

7. Bad overtaking - miscalculations and poor signal lights are some causes resulting to accidents.
8. Overloading - people disregard passenger capacity of their motor vehicles thus making it difficult for the vehicle to run, swerve or to turn properly.
9. Lack of Road Signs and Traffic Signals - ignorance or their lack of it contributes to road accidents.

## **MAJOR TYPE OF MOTOR VEHICLE ACCIDENT IN THE PHILIPPINES**

Due to the need by more people for mobility, the motorcycle is fast becoming the favorite means of transportation in the Philippines. The reason also is its affordability, and apparent answer to traffic problem and the unpredictable increase in prices of fuel and fare. The number of Motorcycles is increasing even more rapidly than the number of other vehicles comprising the general vehicle population. Notwithstanding this, the risk that imposes to the motorcyclist is twice as high compared to when one rides a car. Furthermore, motorcycles do not have the same safety features that cars and other vehicles have on them, hence, motorcyclist and/or riders and its passenger and/or back rider are more vulnerable to serious injuries when being involved in traffic collisions. Motorcycles so far has become the number one type of motor vehicle involved in the most number of road accidents in the Philippines today.

### **Motorcycle-Related Accidents for the Year 2008 By Month**

<b>Month</b>	<b>Fatal</b>	<b>Non Fatal Injury</b>	<b>Damage</b>	<b>Grand Total</b>
<b>January</b>	7	502	497	1,006
<b>February</b>	11	527	476	1,014
<b>March</b>	7	518	480	1,005
<b>April</b>	17	557	503	1,077
<b>May</b>	8	496	480	984
<b>June</b>	9	448	545	1,002
<b>July</b>	7	537	646	1,190
<b>August</b>	10	569	557	1,136
<b>September</b>	11	547	539	1,097
<b>October</b>	5	628	543	1,176
<b>November</b>	8	495	476	979
<b>December</b>	4	464	522	990
<b>Grand Total</b>	<b>104</b>	<b>6,288</b>	<b>6,264</b>	<b>12,656</b>

Based on the table above, in terms of fatality, March has the most number of accidents involving Motorcycles with 12 fatal accidents, followed by the month of February with 8 fatal incidents and January/April with a total of 5 fatal incidents both. While in the non fatality, January dominates with a total of 605 non-fatal incidents followed by the month of March with 564 non-fatal incidents and so on and so forth.

**Comparison of Motorcycle-Related Accidents  
2007 and 2008**

MONTH	FATAL		NON FATAL INJURY		DAMAGE		TOTAL INCIDENTS	
	2007	2008	2007	2008	2007	2008	2007	2008
January	10	7	425	502	360	497	795	1,006
February	12	11	415	527	413	476	840	1,014
March	6	7	435	518	452	480	893	1,005
April	6	17	450	557	425	503	881	1,077
May	13	8	444	496	531	480	988	984
June	11	9	473	448	501	545	985	1,002
July	7	7	489	537	546	646	1042	1,190
August	14	10	400	569	481	557	895	1,136
September	8	11	481	547	431	539	920	1,097
October	10	5	497	628	465	543	972	1,176
November	7	8	465	495	406	476	878	979
December	6	4	510	464	503	522	1,019	990
<b>Grand Total</b>	<b>110</b>	<b>104</b>	<b>5,484</b>	<b>6,288</b>	<b>5,514</b>	<b>6,264</b>	<b>11,108</b>	<b>12,656</b>

It is noted that there is an increase in the number of Motorcycles being involved in road accidents (Non Fatal and Damage to Property) for the year 2008 than 2007, even though there is a drop in the fatal incidences. And this only shows that Motorcycle-Related accidents are becoming a major concern.

**By City**

<b>City</b>	<b>Fatal</b>	<b>Non Fatal Injury</b>	<b>Damage</b>	<b>Grand Total</b>
<b>Caloocan</b>	6	411	370	787
<b>Las Piñas</b>	4	266	602	872
<b>Makati</b>	5	350	331	686
<b>Malabon</b>		92	144	236
<b>Mandaluyong</b>	2	146	351	499
<b>Manila</b>	10	333	163	506
<b>Marikina</b>	11	605	304	920
<b>Muntinlupa</b>	4	314	306	624
<b>Navotas</b>		43	144	187
<b>Parañaque</b>	7	343	542	892
<b>Pasay</b>	3	137	185	325
<b>Pasig</b>	8	379	671	1,058
<b>Pateros</b>		8	23	31
<b>Quezon</b>	29	1814	1465	3,308
<b>San Juan</b>		190	189	379
<b>Taguig</b>	9	431	225	665
<b>Valenzuela</b>	6	426	249	681
<b>Grand Total</b>	<b>104</b>	<b>6,288</b>	<b>6,264</b>	<b>12,656</b>

## By Accident Factors

Accident Factor	Fatal	Non Fatal	Damage	Grand Total
Human Error			2	2
Human Error (Alcohol suspected)		5	2	7
Human Error (Avoid Hitting Another Vehicle / Lost Control)			1	1
Human Error (Avoid Hitting Another Vehicle)		1		1
Human Error (Bad overtaking)		8	13	21
Human Error (Bad turning / Sudden Stop)		1		1
Human Error (Bad turning)		12	13	25
Human Error (Disobey sign or traffic lights)		72	62	134
Human Error (Inattentive / Too fast)	5	137	88	230
Human Error (Inattentive)	4	730	39	773
Human Error (Lost Control)	1	2	2	5
Human Error (Tired / Asleep)			1	1
Human Error (Too close)		34	16	50
Human Error (Too fast / Too close)	2	76	118	196
Human Error (Too fast)	33	1809	2163	4005
Other		11	9	20
(blank)	59	3390	3735	7184
<b>Grand Total</b>	<b>104</b>	<b>6,288</b>	<b>6,264</b>	<b>12,656</b>

## DATA ANALYSIS

### Types of Persons Involved

The following table shows the breakdown of the number of persons involved in motor-related incidents.

- Drivers : person driving a mechanically propelled vehicle and/or riding a pedal cycle.
- Passengers : anyone carried-in or on a mechanically propelled vehicle.
- Pedestrian : anyone traveling on-foot.

TYPE OF PERSON INVOLVED	KILLED	INJURED	TOTAL PERSONS KILLED / INJURED
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DRIVER	75	4,311	<b>4,386</b>
PASSENGER	13	1,385	<b>1,398</b>
PEDESTRIAN	17	1,605	<b>1,622</b>
<b>TOTAL</b>	<b>105</b>	<b>7,301</b>	<b>7,406</b>

It is recorded that 75 drivers, 13 passengers and 17 pedestrians have been killed in Motorcycle-Related accidents from January to December 2008. Looking into persons injured, 4,311 are drivers, 1,385 are passengers and 1,605 are pedestrians.

#### **BY COLLISION TYPE**

<b>Collision Type</b>	<b>Fatal</b>	<b>Non Fatal Injury</b>	<b>Damage</b>	<b>Grand Total</b>
Angle Impact	1	67	86	154
Head-on		6	2	8
Hit object	1	19	15	35
Hit object (Barrier-Concrete)	1	4	1	6
Hit object (Cable Wire, PLDT)			1	1
Hit object (Center Island)		2	1	3
Hit object (Decorative Ball-Concrete)		1		1
Hit object (Fence/Wall)		1	1	2
Hit object (Fence/Wall-Concrete)		3	1	4
Hit object (Fence/Wall-See-thru)		1		1
Hit object (Fence/Wall-See-thru, MMDA)		1		1
Hit object (Glass Panel)			2	2
Hit object (Pavement)		2	1	3
Hit object (Post, Meralco)	1		2	3
Hit object (Post-Concrete)	1		1	2
Hit object (Post-Concrete, Meralco)	2		1	3
Hit object (Railing-Steel)			1	1
Hit object (Stall)			1	1
Hit object (Thrown Windshield)		1		1
Hit object (Tree)		1		1

Hit parked vehicle		1	20	21
Hit Pedestrian	17	1,365		1,382
Hit Pedestrian (Traffic Enforcer)		2		2
No Collision Stated (Hit and Run)	3	86	201	290
Other		2		2
Other (Fell on an Open Manhole)		1	1	2
Other (Fot Holes)		2		2
Other (Hit by Falling Debri)		2		2
Other (Hit Veh. + Hit Obj., Cable Wiring)	1			1
Other (Hit Veh. + Hit Obj., Gate)			1	1
Other (Hit Veh. + Hit Ped.)		126		126
Other (Passenger Fell Down)		2		2
Other (Rammed Post due to Police Chase)		1		1
Other (Run over a piece of stone)		1		1
Other (Stoning Incident)			1	1
Other (Veh. Fell to Pavement)	1	1	2	4
Rear-end		47	107	154
Self-Accident	12	212	103	327
Side Swipe	14	1,395	1,664	3,073
(blank)	49	2,933	4,047	7,029
<b>Grand Total</b>	<b>104</b>	<b>6,288</b>	<b>6,264</b>	<b>12,656</b>

## RECOMMENDED SAFETY MEASURES UNDERTAKEN IN THE PHILIPPINES

1. Installation of Pedestrian Footbridges on major thoroughfares or major choke points where the volume of pedestrians is high.
2. Improvement of sidewalks, to encourage pedestrians to pass thru.
3. Installation of various Traffic facilities (gantry, signage, barriers, etc.) to promote safety and convenience.
4. Application of lane markings for both vehicles and pedestrians.
5. Installation of Reflectorized Sash Stickers on concrete barriers to be easily recognized by motorists especially during nighttime.
6. Installation of steel barriers along the sidewalk to separate pedestrians from vehicles.
7. Strict enforcement of road violations by the various Traffic Enforcement Units.
8. Re-education and more information activities such as mandatory attendance to government sponsored seminars and conferences on road courtesy and propriety be encouraged to all motor vehicle drivers and would be drivers.
9. Strict adherence to traffic rules and regulations and providing stringent penalty and punishment for violators.

#### **TIPS FOR MOTORCYCLE DRIVERS**

1. **Follow Traffic Rules** – Road rules for 4 wheelers also apply to Motorcycles as well. Most often, Motorcycle riders violates one-way street sign, runs red light or drive even on sidewalks. These riders often figure in accidents.
2. **Protect Themselves** – Wear proper attire, it is recommended to use closed shoes, long pants, gloves, jackets. Eye protection in the form of goggles and or shades is also necessary. Most importantly, wear proper helmet.
3. **Check Your Vehicle** – Motorcycle should be properly equipped and must be in good condition for safe driving. Regular clean up and check up is a must. A horn is also an important tool for Motorcycles.
4. **Be Alert and Attentive** – Do not drive if tired, sleepy or even angry, Anger impairs the performance of smooth braking and accelerating due to changes in such body functions such as increase heartbeats.
5. Most especially, **do not drink and drive**. Driving under the influence of alcohol and or drugs is like suicide. You are not just exposing yourselves to danger but others too.

#### **CONCLUSION**



ROAD SAFETY focuses on the establishment and maintenance of a standard system of traffic signs and management for road users and traffic enforcers as well as the circumstances under which these devices should be arranged to provide the adequate and appropriate warning and guidance for various road users and traffic enforcers in different road environments. Discipline and other basic road courtesies should also be enhanced and developed not only to motor drivers but all road users as well.

To maximize safety and provide appropriate and necessary advice to drivers encountering unexpected road conditions like traffic, emergencies, road constructions, repairs, vehicular accidents, detours and calamities, it is important to maintain a consistent standard for signs and traffic control devices.

The use of standard signs and layouts will provide a uniform approach to good traffic management and safe road travel. Where specific road requirements require the modification to signing arrangements provided or the provision of special signs, standard arrangement should be adopted where possible with variations being kept to a minimum.

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